NEW YORK MARINE SOCIETY DINNER WORKING TOGETHER TO MEET CURRENT & FUTURE CHALLENGES RADM ROBERT C. NORTH

26 APRIL 1999

<u>INTRO</u>

GOOD EVENING.

- THANKS BOB. CAPT SHELLENBARGER, DAIS GUESTS, MEMBERS OF THE MARINE SOCIETY, LADIES AND GENTLEMEN, FRIENDS. IT IS INDEED A DISTINCT PLEASURE AND HONOR TO BE YOUR SPEAKER TONIGHT DURING THE YEAR OF YOUR 229TH ANNIVERSARY. MY THANKS TO CAPT TIM FERRIE FOR SERVING AS THE DINNER CHAIRMAN AND PLANNING A FINE EVENING.
- AS MANY OF YOU KNOW, NEW YORK IS WHERE I BEGAN MY
 PROFESSIONAL MARITIME CAREER OUT AT FORT SCHUYLER
 AND I LATER SERVED HERE AS COTP DURING A TIME OF GREAT
 CHALLENGE, FROM A NUMBER OF PERSPECTIVES. THAT WAS A
 VERY SATISFYING ASSIGNMENT IN MANY WAYS, AND, I'M
 SURE, MOVED ME TOWARD MY CURRENT POSITION.
- SO, ITS ALWAYS A PLEASURE TO RETURN TO NEW YORK, AND A SPECIAL PRIVILEGE TO BE YOUR HONORED GUEST AND TO BE ASKED TO ADDRESS THE MARINE SOCIETY OF THE CITY OF NEW YORK.

- MAYOR KURT SCHMOKE OF BALTIMORE ONCE SAID THAT FOR A

 SPEECH TO BE IMMORTAL IN TIME IT NEED NOT BE ETERNAL IN
 LENGTH. I DON'T EXPECT THIS SPEECH TO BE IMMORTAL. BUT
 I KNOW FOR SURE THAT IT WON'T BE ETERNAL.
- TONIGHT, I WANT TO LOOK BACK FOR A FEW MINUTES TO MY
 EXPERENCES AS CAPTAIN OF THE PORT HERE IN THE LATE
 EIGHTIES AND RELATE THAT EXPERIENCE TO SOME OF THE
 THINGS WE ALL NEED TO THINK ABOUT AS WE ENTER THE 21ST
 CENTURY.
- THE FIRST BIG EVENT THAT I EXPERIENCED WAS THE RETURN OF THE FAMOUS WANDERING GARBAGE BARGE, MOBRO 4000. IT BECAME QUITE A TOURIST ATTRACTION.
- I, AND MANY OF YOU, EXPERIENCED THE DISRUPTION TO THIS PORT AND TO OIL SHIPMENTS IN THE NORTHEAST FROM A SERIES OF MAJOR OIL SPILLS THAT OCCURRED HERE IN 1990. THOSE EVENTS CAUSED A REVIEW OF BULK LIQUID HANDLING AND MOVEMENT PRACTICES THAT RESULTED IN A REDUCTION IN OIL SPILLS THAT CONTINUES TODAY. IN FACT, THE REDUCTION STARTED THE DAY I LEFT. SO MY PRESENCE HERE USUALLY MAKES THE CURRENT CAPTAIN OF THE PORT NERVOUS.

- WE EXPERIENCED, TOGETHER, WATERFRONT LABOR DISPUTES
 THAT, FROM ANY SIDE OF THE ISSUE, HAD THE POTENTIAL TO
 SERIOUSLY IMPACT NAVIGATION SAFETY AND PROTECTION OF
 THE ENVIRONMENT. WE DIDN'T LET THAT HAPPEN.
 TOGETHER, FROM MY MEASURES, WE PREVENTED AN
 INCREASE IN MARINE CASUALTIES AND SPILLS IN SPITE OF THE
 CONDITIONS THAT PREVAILED.
- WE PLANNED FOR TOGETHER AND ENJOYED THE FIRST FOUR FLEET WEEK CELEBRATIONS. AND WE REENACTED GEORGE WASHINGTON'S TRIP BY BOAT FROM ELIZABETH, NJ TO THE FOOT OF WALL ST. FOR HIS INAUGURATION AS OUR 1ST PRESIDENT.
- WE PLANNED FOR AND EXPERIENCED CHANNEL DEEPENING
 PROJECTS THAT ULTIMATELY IMPROVED THE VIABILITY OF
 THE PORT OF NEW YORK AND NEW JERSEY THAT, WHILE IN
 PROGRESS, HAD POTENTIAL IMPACTS ON NAVIGATION SAFETY,
 PROTECTION OF THE ENVIRONMENT AND EFFICIENT
 OPERATIONS. WE WORKED OUR WAY THROUGH THOSE VERY
 WELL.
- WE RESPONDED TO THE CRASH OF US AIR FLT 5050 INTO FLUSHING
 BAY AND IMPROVED OUR COLLECTIVE EMERGENCY RESPONSE
 CAPABILITY AS A RESULT.

- WE FIGURED OUT HOW TO DEAL WITH SEAPLANES AS ANOTHER

 MODE OF ON THE WATER TRANSPORTATION THAT IS, UNTIL

 TODAY...
- HIGH SPEED FERRIES BEGAN AROUND THE TIME I RELIEVED GENE
 HENN AS COTP AND CONTINUE TO PROVIDE AN ALTERNATE
 MEANS OF TRANSPORTATION FOR COMMUTERS AS WE DEAL
 WITH THE CHALLENGE OF MAINTAINING SAFETY.
- I SHUT DOWN VTS NEW YORK AND REOPENED IT AGAIN AS A MUCH IMPROVED MEANS OF PROVIDING INFORMATION TO MARINERS THAT CONTINUES TO IMPROVE.
- I COULD GO ON WITH OTHER EXAMPLES OF THINGS THAT HAPPENED DURING MY ASSIGNMENT HERE. I INHERITED MANY OF THOSE THINGS FROM MY PREDECESSORS AND MANY CONTINUED ON TO CHALLENGE MY SUCCESSORS UP TO AND INCLUDING YOUR PRESENT COTP, DICK BENNIS.
- OVERALL, MY EXPERIENCE HERE WITH NAVIGATION SAFETY, PORT SAFETY AND SECURITY AND ENVIRONMENTAL PROTECTION ISSUES, IN ADDITION TO BROADENING MY PROFESSIONAL EXPERIENCE HAD ENOUGH WHEN I LEFT WAS THAT WE ALWAYS ENDED UP WITH A HIGHER LEVEL OF SAFETY OR SECURITY OR PROTECTION OF THE ENVIRONMENT.

- AND, ULTIMATELY, A HEALTHIER PORT BECAUSE A SAFE AND ENVIRONMENTALLY RESPONSIBLE PORT IS A PROSPEROUS PORT.
- JUST LIKE THE ULTIMATE TRUTH THAT PREVENTING ACCIDENTS
 AND OIL SPILLS IS MORE EFFECTIVE THAN RESPONDING TO
 THEM IN SHORT, PREVENTION IS THE BEST RESPONSE. I
 BELIEVE IT'S ALSO AN ULTIMATE TRUTH THAT MARITIME
 SAFETY FACILITATES MARITIME TRANSPORTATION, AND
 PEOPLE AND PERSONAL RELATIONSHIPS MAKE ALL OF IT
 HAPPEN. BALANCE IS THE KEY.
- MY EXPERIENCE IN DEALING WITH ISSUES IN THIS PORT SINCE
 LEAVING HERE HAS BEEN EQUALLY SATISFYING AS THOSE I
 EXPERIENCED WHILE ASSIGNED HERE.
- THE ONE COMMON THREAD TO ALL THAT I EXPERIENCED WITH YOU HERE, AND SINCE, WAS THAT GROUPS OF PEOPLE WITH DIVERSE INTERESTS OFTEN VERY DIVERSE GOT TOGETHER AND PUT ASIDE THEIR INDIVIDUAL INTERESTS AND AGENDAS FOR THE OVERALL GOOD OF THE PORT. IN THE LONG RUN THAT ALSO SERVED THEIR INDIVIDUAL AND DIVERSE INTERESTS VERY WELL.
- SOMETIMES THE COAST GUARD WAS A CATALYST TO BRING PEOPLE TOGETHER; AND I SEE THAT AS A VERY POSITIVE ROLE FOR US, PAST PRESENT AND FUTURE.

- MY THANKS TO ALL OF YOU WHO HAVE WORKED HARD TO MAKE
 THINGS HAPPEN THAT NEEDED TO HAPPEN FOR THE GOOD OF
 THIS GREAT PORT.
- I DON'T WANT TO SUGGEST THAT ANY OF THAT PARTNERING
 EITHER HAPPENED OR HAPPENS TODAY VERY EASILY. NONE
 OF YOU ARE EASY. IT HAPPENED WITH A LOT OF TOUGH
 DISCUSSION AND NEGOTIATION, AS THAT ONLY HAPPENS
 HERE. BUT IT HAPPENED.
- THE BOTTOM LINE OF ALL OF MY HINDSIGHTING IS THAT THE
 FUTURE DEPENDS JUST AS MUCH ON OUR ABILITY TO COME
 TOGETHER FOR THE COMMON GOOD AS THE PAST DID AND I
 WOULD STRONGLY SUGGEST EVEN MORE SO.

MTS

NOW, LET ME SHIFT MY FOCUS TO SOME OF THE CHALLENGES THAT WE FACE TOGETHER IN THE FUTURE WHICH IS HAPPENING MINUTE BY MINUTE AS I SPEAK – ITS THAT CLOSE! I STILL DON'T KNOW IF THE 21ST CENTURY BEGINS ON 1 JAN 2000 OR 2001. DOES IT MATTER?

- MANY OF YOU ARE FAMILIAR WITH OUR MARINE TRANSPORTATION

 SYSTEM MTS INITIATIVE. IT BEGAN JUST OVER A YEAR AGO

 WITH SEVEN REGIONAL LISTENING SESSIONS, ONE OF WHICH

 WAS HELD HERE IN NEW YORK. CG AND MARAD LED 14

 FEDERAL AGENCIES WITH AN INTEREST IN THE MTS.
- THE FEDS COMING TOGETHER IN ONE PLACE AT ONE TIME TO LISTEN IS A POSITIVE CHANGE IN ITSELF.
- OUR PURPOSE WAS TO HEAR THE VIEWS OF REGIONAL

 STAKEHOLDERS ABOUT THE CURRENT STATE OF THE MTS AND

 WHAT NEEDED TO BE DONE TO ENSURE THAT OUR MTS, AS A

 COMPONENT OF AN OVERALL NATIONAL INTERMODAL

 TRANSPORTATION SYSTEM, COULD HANDLE THE LEVEL OF

 TRAFFIC EXPECTED IN THE 1ST QUARTER OF THE 21ST CENTURY

 IN A SAFE, SECURE, ENVIRONMENTALLY RESPONSIBLE AND

 EFFICIENT MANNER FOR A WIDE VARIETY OF USERS.
- THOSE REGIONAL LISTENING SESSIONS PROVIDED A WIDE RANGE OF VIEWS AS THE BASIS FOR A NATIONAL CONFERENCE ON THE MTS HOSTED BY SECRETARY OF TRANSPORTATION SLATER IN NOVEMBER OF 1998 TO DEVELOP A VISION AND COORDINATING MECHANISMS NATIONAL TO REGIONAL TO LOCAL INVOLVING ALL STAKEHOLDERS.

- THE NATIONAL CONFERENCE WAS ATTENDED BY 144 SENIOR
 EXECUTIVES FROM GOVERNMENT, INDUSTRY AND PUBLIC
 INTEREST GROUPS. THEY ALSO LOOKED AT WHAT AND HOW
 TO PRIORITIZE ISSUES AND CREATE AN AGENDA IN THE AREAS
 OF SAFETY, ENVIRONMENT, SECURITY, COMPETITIVENESS, AND
 LAST, INFRASTRUCTURE, AS A CROSSCUTTING ISSUE WITH THE
 FIRST FOUR.
- THE CONFERENCE PROCEEDINGS ARE PUBLISHED ON THE CG WEB SITE FOR YOUR REVIEW AND WERE PUBLISHED IN THE FEDERAL REGISTER FOR PUBLIC REVIEW AND COMMENT.
- COORDINATION AT THE NATIONAL, REGIONAL AND LOCAL LEVELS
 WAS AN ISSUE AT THE REGIONAL LISTENING SESSIONS AND
 NATIONAL CONFERENCE.
- FROM THE PERSPECTIVE OF LOCAL COORDINATION, THE HARBOR

 SAFETY, NAVIGATION AND OPERATIONS COMMITTEE OF NEW

 YORK/NEW JERSEY IS A MODEL. RECENTLY AN MTS

 SYMPOSIUM OUT AT KINGS POINT LOOKED AT HOW TO FORM

 SUCH A GROUP FOR WESTERN LONG ISLAND SOUND.

- FROM THE PERSPECTIVE OF NATIONAL COORDINATION THE

 CONFERENCE RECOMMENDED A NATIONAL COUNCIL CHAIRED

 BY THE SECRETARY OF TRANSPORTATION AND CONSISTING OF

 A MIX OF FEDERAL AGENCIES AND OTHER STAKEHOLDERS.
- AFTER THE CONFERENCE, A TASK FORCE ON THE MTS WAS

 CHARTERED BY SECRETARY SLATER AS REQUIRED IN THE 1998

 CG AUTHORIZATION ACT AND TASKED TO LOOK AT THE SAME

 ISSUES AND REPORT BACK TO CONGRESS BY 1 JUL 1999 WITH

 RECOMMENDATIONS FOR ACTION. AMONG THOSE WOULD BE

 THE ESTABLISHMENT OF THE COUNCIL.
- THAT TASK FORCE HAS BEEN FORMED FROM A SUBSET OF THE GROUPS PARTICIPATING IN THE CONFERENCE AND IS WORKING ON THE REPORT. SOME OF YOU ARE PART OF IT. WE'RE AGGRESSIVELY WORKING TO MEET THE DEADLINE TO GET ON WITH OUR WORK. THE FIRST DRAFT HAS BEEN COMPLETED.
- THIS EFFORT IS AN EXTRAORDINARY EXAMPLE OF PARTNERING AND WORKING TOGETHER AT EVERY LEVEL FEDERAL, REGIONAL AND LOCAL AND WITH A WIDE RANGE OF STAKEHOLDERS FROM GOVERNMENT, INDUSTRY AND PUBLIC INTEREST GROUPS.
- IT'S THE MOST COHESIVE EFFORT OF ITS TYPE THAT ITS BEEN MY
 PRIVILEDGE TO BE PART OF IT IN MY 33 YEARS OF
 GOVERNMENT SERVICE.

IT HAS GREAT POTENTIAL TO DO WHAT IT SEEKS BUT IT WILL ONLY WORK IF WE KEEP MOVING AHEAD TOGETHER LOOKING ULTIMATELY TO LOCAL SOLUTIONS WITH NATIONAL COORDINATION AND FACILITATION. BUT IT IS ONLY THE BEGINNING.

PAWSS/PAWSA

A RELATED ISSUE IS OUR PORTS AND WATERWAYS SAFETY SYSTEM
PROJECT (PAWSS) AND PORTS AND WATERWAYS SAFETY
ASSESSMENT (PAWSA).

PAWSS IS A PROJECT TO BRING THE BENEFITS OF TRANSPONDER
TECHNOLOGY TO MARINERS. IT FOCUSES PRESENTLY ON THE
DEVELOPMENT AND IMPLEMENTATION OF A TRANSPONDER
BASED VTS IN NEW ORLEANS. SIMILAR TECHNOLOGY IS BEING
EMPLOYED TODAY IN TAMPA, ALSO IN DIFFERENT FORMS BY
SOME PILOT ASSOCIATIONS AND THERE IS A PROJECT HERE IN
NEW YORK BEING PURSUED BY THE HARBOR SAFETY,
NAVIGATION AND OPERATIONS COMMITTEE. IN PARTNERSHIP
WITH OTHERS ULTIMATELY ALL OF THOSE EFFORTS SHOULD
FIT TOGETHER.

- VERY SIMPLY, TRANSPONDER TECHNOLOGY WOULD ALLOW
 MARINERS ON VESSELS SO-EQUIPPED TO VIEW A DISPLAY THAT
 WOULD SHOW THE LOCATION OF OTHER SIMILARLY EQUIPPED
 VESSELS ON AN ELECTRONIC CHART AND DISPLAY OTHER
 PERTINENT INFORMATION ABOUT THEM: IE, IDENTIFICATION,
 COURSE AND SPEED, CARGO, DESTINATION, ETC.
- THE SYSTEM INFORMATION IS TRANSMITTED SHIP TO SHIP AND SHIP TO SHORE. YOU DON'T NEED A VTS FOR IT TO WORK. IT WORKS ANYWHERE TWO TRANSPONDER EQUIPPED VESSELS ARE IN VHF RANGE. AND IT ELIMINATES A SIGNIFICANT AMOUNT OF VOICE TRAFFIC ON AN ALREADY OVERSTRESSED VHF RADIO NETWORK. AT SOME POINT, WE WILL PURSUE INTERNATIONAL AND NATIONAL REQUIRMENTS.
- PAWSA IS A RISK ASSESSMENT PROCESS TO LOOK AT THE LEVEL OF SAFETY IN PORT AREAS USING A TOOL DEVELOPED BY THE COAST GUARD.

- THE "TOOL" WOULD BE EMPLOYED BY THE LOCAL COTP ALONG
 WITH LOCAL STAKEHOLDERS TO ASSESS THE LEVEL OF RISK
 TO SAFETY AND THE ENVIRONMENT BY LOOKING AT SUCH
 RISK FACTORS AS TRAFFIC LEVELS AND PATTERNS, CARGOES,
 WEATHER PATTERNS, GEOGRAPHY, AND HYDROGRARHY.
 THEN, RISK MANAGEMENT METHODS SUCH AS CURRENT ATON,
 TSS'S, RNA'A, ETC. WOULD BE CONSIDERED ALONG WITH THE
 PORT'S ACCIDENT HISTORY TO ASSESS A RELATIVE LEVEL OF
 SAFETY AND THE NEED TO IMPROVE IT.
- IF THE "NEED TO IMPROVE" IS THERE, ADDITIONAL TRADITIONAL

 MEASURES WOULD BE CONSIDERED FIRST BEFORE MOVING ON

 TO MORE COMPLEX SOLUTIONS OR A FULL VTS.

LET ME SHIFT FOCUS TO ENVIRONMENTAL PROTECTION.

ANS

- AN ISSUE THAT WAS FOUND TO BE OF HIGH INTEREST AT THE MTS

 NATIONAL CONFERENCE BUT REALLY IS VERY PROMINENT IN

 ITS OWN RIGHT IS AQUATIC NUISANCE SPECIES ANS.
- AT THE NATIONAL MTS CONFERENCE IT WAS DEEMED TO BE THE PRINCIPLE ENVIRONMENTAL PROBLEM OF THE FUTURE.
- WHAT ARE AQUATIC NUISANCE SPECIES? THINK ZEBRA MUSSELS AS THE WIDEST KNOWN EXAMPLE.

- THEY'VE BEEN COMING HERE SINCE THE FIRST NON-INDIGENOUS
 SHIP, VIKING BOAT OR CANOE ARRIVED IN AMERICA –
 WHENEVER THAT WAS.
- NON INDIGENOUS SPECIES HAVE THE POTENTIAL TO

 DRAMATICALLY AFFECT FOOD SUPPLIES, ECONOMY, HEALTH

 AND OVERALL BIODIVERSITY.
- THE PRACTICAL IMPLICATION OF THE PROBLEM IS IN DEALING WITH SHIP'S BALLAST WATER. THE BASIC NEED IS FOR THE EXCHANGE OF BALLAST WATER AT SEA TO ELIMINATE THE CRITTERS BEFORE THEY HAVE THE OPPORTUNITY TO IMPACT.
- CURRENTLY, THE ONLY REQUIRED BALLAST WATER EXCHANGE FOR VESSELS CALLING IN THE U.S. IS FOR THE GREAT LAKES.
- THERE IS CONCERN THOUGH FOR THE REST OF THE US. THE

 NATIONAL INVASIVE SPECIES ACT OF 1996 TASKS THE COAST

 GUARD WITH PUBLISHING VOLUNTARY BALLAST WATER

 EXCHANGE STANDARDS AND TO STUDY COMPLIANCE FOR A

 TWO YEAR PERIOD. WE WILL THEN DECIDE IF MANDATORY

 REQUIREMENTS WILL BE FORTHCOMING. STANDARDS WILL BE

 PUBLISHED IN THE FEDERAL REGISTER AS AN INTERIM

 FEDERAL RULE SHORTLY

- THE INTERNATIONAL MARITIME ORGANIZATION IS WORKING ON THE ANS ISSUE, THERE IS A FEDERAL ANS TASK FORCE WORKING ON THE ISSUE AND THERE ARE PETITIONS FROM SOME INTERESTED PARTIES TO HAVE SHIP'S BALLAST WATER REGULATED BY EPA UNDER THEIR DISCHARGE PERMIT SYSTEM.
- OF COURSE, SINCE ITS MARITIME ENVIRONMENTAL PROTECTION
 THAT'S INVOLVED, WE HAVE A VESTED INTEREST AND HAVE A
 CONCERN OVER THE SAFETY OF BALLASTING AND
 DEBALLASTING OPS AT SEA.
- WE ARE WORKING IN ALL OF THE VENUES THAT I MENTIONED AND ARE CONDUCTING AN R&D PROJECT LOOKING AT PROMISING ALTERNATIVES TO BALLAST EXCHANGE SUCH AS TEMPERATURE AND CHEMICAL TREATMENT. WE'RE LOOKING FOR PARTNERS INTERESTED IN WORKING WITH US TO EXPLORE ALTERNATIVES.

STCW

ANOTHER CURRENT EFFORT WITH THE POTENTIAL TO IMPROVE THE PERFORMANCE OF MARINERS NOW AND IN THE FUTURE IS THE IMPLEMENTATION OF THE 1995 AMENDMENTS TO THE INTERNATIONAL CONVENTION ON THE STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING – STCW AS IT'S CALLED.

- STCW CERTIFICATION FOCUSES ON "HUMAN FACTOR"

 REQUIREMENTS WHICH INCLUDES VERIFICATION THAT VESSEL

 WATCHSTANDERS ARE GETTING ENOUGH REST, ARE PROVIDED

 BASIC SAFETY TRAINING, HAVE BASIC ENGLISH ABILITY, AND

 THE CREW IS OVERALL COMPETENT.
- IT'S HAVING AND WILL HAVE FAR REACHING IMPACTS ON OFFICERS
 AND SEAMEN OF U.S. AND FOREIGN VESSELS THAT SAIL
 BEYOND THE HEADLANDS IN THE OCEAN, NOT INLAND AS IT
 REACHES FULL IMPLEMENTATION IN 2002.
- WE'RE WORKING WITH STAKEHOLDERS TO DEVELOP THE MEANS
 FOR THE U.S. TO COMPLY WITH THE INTERNATIONAL
 REQUIREMENTS FOR OUR MARINERS AND TO ENSURE
 THROUGH OUR PORT STATE CONTROL PROGRAM THAT CREWS
 OF FOREIGN VESSELS CALLING IN THE U.S. COMPLY AS WELL.
- STCW IS A NEW PART OF OUR ONGOING PORT STATE CONTROL PROGRAM TO ELIMINATE SUBSTANDARD FOREIGN FLAG VESSELS FROM U.S. WATERS.

PORT STATE CONTROL

- OVER THE YEARS, PORT STATE CONTROL HAS EXPANDED TO FILL
 THE GAP LEFT BY THOSE OWNERS, OPERATORS,
 CLASSIFICATION SOCIETIES AND FLAG STATES WHO HAVE
 FAILED TO FULFILL THEIR RESPONSIBILITIES FOR ENSURING
 MARITIME SAFETY AND MARINE ENVIRONMENTAL
 PROTECTION.
- WHILE THIS EXPANSION HAS BEEN NECESSARY, AT THE SAME TIME
 WE HAVE WORKED TO REDIRECT THE RESPONSIBILITY FOR
 ENSURING SAFETY AND PROTECTION OF THE ENVIRONMENT
 BACK WHERE IT BELONGS STRIKING THE RIGHT BALANCE
 BETWEEN OWNER, CLASSIFICATION SOCIETIES, FLAG STATE
 AND PORT STATE.
- IN THE U.S. WE WILL CONTINUE TO PURSUE A TARGETED PORT STATE CONTROL PROGRAM BEGUN IN 1994.
- OUR EFFORTS IN PORT STATE CONTROL HAVE SHOWN SHORT TERM SUCCESSES WHICH WE HOPE WILL BECOME LONG TERM IMPROVING TRENDS.

OUR PORT STATE CONTROL EFFORTS ARE RISK BASED. THE FUTURE FOR OUR REGULATORY PROJECTS AND GENERAL MARINE SAFETY AND MEP PROGRAM DIRECTION IS ALL ABOUT RISK BASED DECISION MAKING.

RISK

- RISK IS SOME COMBINATION OF THE ASSESSMENT OF PROBABILITY OF AN INCIDENT OCCURRING COMBINED WITH THE CONSEQUENCES.
- THE IDEA IS THAT WE SHOULD NOT REGULATE THE PREVENTION OF LOW PROBABILITY, LOW CONSEQUENCE EVENTS FROM OCCURRING. WE NEED TO REVIEW OUR WHOLE REGULATORY REGIME AND ELIMINATE THOSE REGS AND PROGRAMS THAT FOCUS IN THAT AREA AND EMPHASIZE THOSE THINGS THAT ARE HIGHER ON THE PROBABILITY AND CONSEQUENCE SCALE.

WE ARE ASSESSING, FOR EXAMPLE, WHAT WE'VE LEARNED SINCE
THE EXXON VALDEZ ABOUT POLLUTION PREVENTION AND
RESPONSE AND LOOKING AT FUTURE RISK IN TERMS OF THE
IMPACT OF DOUBLE HULLS AND OTHER PREVENTION
MEASURES VERSUS RISK – MORE TRAFFIC, LARGER CARGO
SHIPS WITH MORE FUEL ABOARD, ETC. WHAT'S THE RISK? IS IT
CHANGING? ARE TRADITIONAL RESPONSE – CONTAINMENT
AND CLEANUP PHILOSOPHY AND MEASURES THE RIGHT THING
FOR THE FUTURE? WHAT ABOUT WIDER USE OF DISPERSANTS
AND BURNING AND OTHER ALTERNATIVES? WHAT'S THE
PROPER BALANCE THERE? WE'LL BE SEEKING YOUR VIEWS.

ISM

- AN INTERNATIONAL INITIATIVE THAT WILL GREATLY IMPACT THE FUTURE BY EXPANDING THE CONCEPT OF A SAFETY CULTURE WORLDWIDE IS THE INTERNATIONAL SAFETY MANAGEMENT CODE ISM.
- ISM BECAME EFFECTIVE FOR TANKERS, BULKERS AND PASSENGER VESSELS 1 JULY 1998. WHILE OUR PORT STATE CONTROL BOARDINGS IN THE PAST HAVE BEEN CONCERNED WITH THE MATERIAL CONDITION OF THE SHIP, THE PROGRAM HAS BEEN EXPANDED TO NOW INCLUDE ENSURING COMPLIANCE WITH ISM AS WELL AS STCW.

- WE HAVE NOT YET HAD TO TURN ANY SHIP AWAY FROM THE UNITED STATES BECAUSE OF NOT BEING IN COMPLIANCE WITH THE ISM CODE, AND DETENTIONS, SO FAR, HAVE BEEN MINIMAL ON THE ORDER OF 15 FOR ISM VIOLATIONS, OF WHICH 4 VESSELS WERE ORDERED OUT OF PORT. IN ADDITION, ALL U.S. FLAG SHIPS ARE CERTIFIED THAT REQUIRED CERTIFICATION.
- THE CHALLENGE FOR ISM AND STCW IS TO ENSURE THAT THE HUMAN ELEMENT AND SAFETY AND QUALITY SYSTEM PROGRAMS BECOME INSTITUTIONALIZED AS WE MOVE INTO THE NEXT MILLENIUM. THERE IS A LOT TO DO HERE TO INSTITUTIONALIZE THE "SAFETY CULTURE" BEYOND A PAPER EXERCISE, BEYOND THE FIRST ROUND OF IMPLEMENTATION. WE NEED TO KEEP THE PRESSURE ON FOR FULL, CONTINUING AND COMPLETE COMPLIANCE WITH ISM AND STCW.
- IN THE LONG RUN OUR OBJECTIVE IS TO DECREASE THE NEED FOR PORT STATE CONTROL THROUGH EFFECTIVE FLAG STATE ASSESSMENT AND CONTROL MEASURES, BUT MORE IDEALLY BY GROWING A SAFETY CULTURE WITHIN THE MARITIME COMMUNITY FROM THE CHAIRMAN OF THE BOARD TO THE ABLE BODIED SEAMAN. IF OWNERS, OPERATORS, SHIPPERS, CHARTERERS AND BROKERS EMBRACED THE SAFETY CULTURE, THERE WOULD PERHAPS BE LITTLE NEED FOR EITHER PORT OR FLAG STATE CONTROL MEASURES.

CONCLUSION

- IN CLOSING, MY THEME TONIGHT HAS BEEN THE GOOD WORK THAT
 WE HAVE ACCOMPLISHED AND CAN CONTINUE TO
 ACCOMPLISH TOGETHER BY PUTTING ASIDE OUR INDIVIDUAL
 NEEDS FOR THE GOOD OF THE WHOLE IN OUR CASE A PORT
 OR FOR A REGION OR AN INDUSTRY.
- MY EXPERIENCE HERE HAS BEEN EXCEPTIONAL. WE'VE WORKED WELL TOGETHER IN THE PAST. WE DO IT WELL TODAY. THE FUTURE IS CRITICAL AND WILL DEMAND EVEN MORE OF OUR EFFORTS TOGETHER TO ACCOMPLISH COMMON GOALS IN SAFETY, PROTECTION OF THE ENVIRONMENT AND COMPETITIVENESS. IF WE EVER SENSE OUR ABILITY AS DIVERSE INTERESTS TO EFFECTIVELY WORK TOWARD A COMMON GOAL IS SLIPPING AWAY, WE HAD BETTER TAKE A HARD LOOK AT WHAT'S HAPPENING BECAUSE THE FUTURE MAY SLIP AWAY AS WELL.
- BUT I'M MORE OF AN OPTIMIST THAT. WE'VE DONE MUCH
 TOGETHER IN THE PAST. I BELIEVE THAT TOGETHER, WORKING
 TOWARD THE FUTURE, THE BEST IS YET TO COME.

I LOOK FORWARD TO CONTINUING TO WORK WITH ALL OF YOU.

THANK YOU.